

Guard in south Florida coordinates integrated plans aimed at hurricane safety, recreational boater safety, and, most important, protection of our coastline from terrorism and drug trafficking.

H.R. 2443 was reported out of the Committee on Transportation and Infrastructure by a voice vote. This is very good legislation, it is essential to our continued commitment to the security and safety of all citizens and residents of the United States, and we have brought it forth, Mr. Speaker, under a fair and, in fact, open rule.

I would like to thank the chairman, the gentleman from Alaska (Mr. YOUNG), and the ranking member, the gentleman from Minnesota (Mr. OBERSTAR), for their important work on this legislation; and I urge my colleagues to support both the rule and the underlying legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. HASTINGS of Florida. Mr. Speaker, I thank my friend and colleague, the gentleman from Florida (Mr. LINCOLN DIAZ-BALART), for yielding me this time; and I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of this rule and the underlying legislation. I believe I speak for every Member of this side of the aisle when I say that I appreciate the efforts of the majority to bring this bill to the floor today under an open rule and in a bipartisan manner. I only wish that more bills of significant importance in this body and to the country were considered in a similar fashion. Today's rule is an open rule, and Members are permitted to offer germane amendments to the Coast Guard and Maritime Transportation Act.

As my colleague previously mentioned, the underlying legislation authorizes \$7.1 billion in fiscal year 2004 for activities of the United States Coast Guard and \$18 million for the Federal Maritime Commission. The level of funding that the House is providing to the Coast Guard is a 4 percent increase over the amount that was appropriated for the agency under the Homeland Security Appropriations Act for fiscal year 2004. The bill also provides the Maritime Commission with an 11 percent increase over last year's funding.

In addition to funding these two important Federal agencies, this bill amends current law affecting the Coast Guard's requirement to fire warning shots, inspect foreign vessels, and collect user fees. The legislation increases the number of commissioned officers in the Coast Guard as well as the number of active duty officers. The bill also improves our ability to respond to oil spills by requiring that oil-carrying vessels develop oil spill response plans. And my goodness gracious is that too long overdue for our Nation and, indeed, the world?

Mr. Speaker, the Coast Guard is charged with the responsibility of pa-

trolling the 12,452 miles of coastline in the United States. Nearly 2,000 of these miles are located in Florida, in my district, as well as that of the gentleman from Florida (Mr. LINCOLN DIAZ-BALART), and the Speaker pro tempore's, the gentleman from Florida (Mr. FOLEY), where the Coast Guard plays, as we so well know, an integral role in patrolling our shores and protecting our citizens. The increase in funding provided in the underlying legislation for this important branch of the United States Armed Services serves as a statement about the role of the Coast Guard in our global war on terrorism.

Reports have shown that America's ports remain susceptible to attack and infiltration by America's enemies. And it does not go insignificantly or symbolically mentioned that I, the gentleman from Florida (Mr. LINCOLN DIAZ-BALART), and the present Speaker pro tempore, the gentleman from Florida (Mr. FOLEY), all three of us on the floor at this time, represent three major ports: Port Everglades, the Port of Palm Beach, and the Port of Miami. Those three ports alone handle more than 13.2 million tons of cargo. In all, well over 1.5 million shipping containers were processed by South Florida longshoremen during the last year.

Certainly these statistics highlight the pressing need to increase the number of customs agents working in America's ports, but they also suggest that the roles of the Coast Guard and the Federal Maritime Commission in protecting our ports are greater than ever.

Mr. Speaker, when Congress created the Department of Homeland Security, it not only reorganized the Federal Government, but it also recommitted itself to the security of America. The underlying legislation, which the House will consider later today, is an extension of that commitment.

Mr. Speaker, I urge all of our colleagues to support the rule and the underlying legislation.

Mr. LINCOLN DIAZ-BALART of Florida. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. HASTINGS of Florida. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. FOLEY). Without objection, the previous question is ordered on the resolution.

There was no objection.

The resolution was agreed to.

A motion to reconsider was laid on the table.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 4:45 p.m.

Accordingly (at 4 o'clock and 7 minutes p.m.), the House stood in recess until approximately 4:45 p.m.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BEREUTER) at 5 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

H.R. 1720, by the yeas and nays;

Senate amendments to H.R. 1516, by the yeas and nays;

H.R. 3365, by the yeas and nays, and House Resolution 414, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. The remaining votes in this series will be 5-minute votes.

VETERANS HEALTH CARE FACILITIES CAPITAL IMPROVEMENT ACT

The SPEAKER pro tempore. The pending business is the question of suspending the rules and passing the bill, H.R. 1720, as amended.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New Jersey (Mr. SMITH) that the House suspend the rules and pass the bill, H.R. 1720, as amended, on which the yeas and nays are ordered.

The vote was taken by electronic device, and there were—yeas 417, nays 0, not voting 17, as follows:

[Roll No. 576]

YEAS—417

Abercrombie	Bono	Collins
Ackerman	Boozman	Conyers
Aderholt	Boswell	Cooper
Akin	Boucher	Costello
Alexander	Boyd	Cox
Allen	Bradley (NH)	Cramer
Andrews	Brady (PA)	Crane
Baca	Brady (TX)	Crenshaw
Bachus	Brown (OH)	Crowley
Baird	Brown (SC)	Cubin
Baker	Brown, Corrine	Culberson
Baldwin	Brown-Waite,	Cummings
Ballance	Ginny	Cunningham
Ballenger	Burgess	Davis (AL)
Barrett (SC)	Burns	Davis (CA)
Bartlett (MD)	Burr	Davis (FL)
Barton (TX)	Burton (IN)	Davis (IL)
Bass	Buyer	Davis (TN)
Beauprez	Calvert	Davis, Jo Ann
Becerra	Camp	Davis, Tom
Bereuter	Cannon	Deal (GA)
Berkley	Cantor	DeFazio
Berman	Capito	DeGette
Berry	Capps	Delahunt
Biggert	Capuano	DeLauro
Bilirakis	Cardin	DeLay
Bishop (GA)	Cardoza	DeMint
Bishop (NY)	Carson (IN)	Deutsch
Bishop (UT)	Carson (OK)	Diaz-Balart, L.
Blackburn	Carter	Diaz-Balart, M.
Blumenauer	Chabot	Dicks
Blunt	Chocola	Dingell
Boehlert	Clay	Doggett
Boehner	Clyburn	Doolittle
Bonilla	Coble	Doyle
Bonner	Cole	Dreier